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DESCRIPTION  
OF THE  
ROYAL GEORGE;

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The Particulars relative to her sinking.

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The LOSS of the  
ROYAL GEORGE.

THE late melancholy and unprecedented misfortune which happened to the Royal George, like all sudden calamities, give rise to many hasty and various reports relative to this distressing scene. It however appears certain, that this accident was so unexpected, till almost the minute of the fatal catastrophe, that, out of 1100 souls, not 300 escaped. Had there been sufficient notice given, or even strong suspicions of her imminent danger, more would have availed themselves of such a presentment, and saved their lives. To have a due sense of misfortunes is proper, but to heighten our losses by erroneous representations is censurable. The Royal George was so far from being a sound ship

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that

that she could not have rode the seas more than another year. Her timbers had long been rotten, and her whole frame was patched up for present purposes; yet this we confess is but a small alleviation for the loss of lives, stores, &c. The former claims the warmest feelings of every human heart: Feelings which cannot fail to operate in such a generous manner as will convince the world that Britons EVER HAVE A TEAR FOR PITY, AND A HAND OPEN AS LIBERAL DAY FOR MELTING CHARITY: So will the misfortune of the brave sailor be rendered less distressing to his disconsolate widow and family. The stores we next speak of---most of these, with the guns, &c. are still liable to be recovered by means of the DIVING BELL. But as this machine is of great utility, and its construction and properties not in general known, we shall beg leave to digress, for a short space, to give an accurate description of this very curious apparatus and its properties.

Diving



Diving is the art or act of descending under water to considerable depths, and abiding there a competent time. Various methods have been proposed and engines contrived to render the business of diving more safe and easy. The great point is to furnish the diver with fresh air, without which, he must either make but a short stay, or perish. Those who dive for sponges in the Mediterranean, help themselves by carrying down in their mouths a sponge dipt in oil. But considering the small quantity of air that can be contained in the pores of a sponge, and how much that little will be contracted by the pressure of the incumbent air, such a supply cannot long subsist the diver: For it is found by experiment that a gallon of air included in a bladder, and by a pipe reciprocally inspired and expired by the lungs, becomes unfit for respiration in little more than one minute. For though its elasticity be but little altered in passing through the lungs, yet it loses its vivifying spirit, and is ren-

dered effete. A naked diver cannot remain above two minutes inclosed in water, without a sponge; nor much longer with one, without suffocating. If the depth be considerable, the pressure of the water in the vessels makes the eyes bloodshot, and frequently occasions a spitting of blood. Hence, where there has been occasion to continue long at the bottom, double flexible pipes have been contrived to circulate air down into a cavity inclosing the diver, as with armour, both to furnish air and to bear off the pressure of the water, and to give ease to his breast to dilate upon perspiration; the fresh air being forced down one of the pipes with bellows, returns by the other, not unlike to an artery and vein. But this method is impracticable when the depth surpasses three fathoms, as the water embraces the bare limbs so close as to obstruct the circulation of blood in them, and presses so strong on all the junctures where the armour is made tight with leather, that if there be the least defect in any of them, the water

water rushes in, and instantly fills the whole engine, to the danger of the diver's life. The DIVING-BELL is contrived to remedy these inconveniencies, in which the diver is safely conveyed to any reasonable depth, where he may stay more or less time, as the bell is greater or less. It is generally made in the form of a truncated cone, the smallest base being closed, and the larger open. It is to be poised with lead, at K T, and so suspended, that it may sink full of air, with its open basis downward, and as near as may be in a situation parallel to the horizon, so as to close with the surface of the water all at once. Under this coverle the diver sits, and sinks down with the included air to the depth desired; and if the cavity of the vessel can contain a ton of water, a single man may remain a full hour, without much inconvenience, at five or six fathoms deep. But the lower you go, still the more included air contracts itself, according to the weight of the water that compresses it; so that at 33 feet deep the bell becomes half full of

water, the pressure of the incumbent air being then equal to that of the atmosphere.

But the greatest inconvenience of this engine is, that the water entering it, contracts the bulk of air into so small a compass, that it soon heats and becomes unfit for respiration; so that there is a necessity for its being drawn up to recruit it; besides the uncomfortable situation of the diver, who is almost covered with water.

To obviate the above difficulties, the following machine is contrived (see the frontispiece) with some farther apparatus, whereby the air is not only recruited and refreshed from time to time, but the water kept quite out of it. This machine may be made of wood or copper. The former we most approve of, as the respiration of the condensed air, when heated, is less prejudicial to the diver from the wood than the copper. Its dimensions are three feet and a  
half

wide at top, five feet and a half at bottom, and eight feet and a half high, containing about sixty-five cubic feet in its concavity; a particular weight being distributed about its bottom R, to make it sink perpendicular, and no otherwise. In the top is fixed a meniscus glass D, concave downwards, like a window, to let in light from above; with a cock, as at B, to let out the hot air; and a circular seat, as at L M, for the divers to sit on; and, below, about a yard under the bell, is a stage suspended from it by three ropes, each charged with a hundred weight, to keep it steady, and for the divers to stand upon to transact their business. The machine is suspended from the mast of a ship by a sprit, which is secured by stays to the mast-head, and directed by braces, to carry it overboard clear of the side of the ship, and to bring it in again. To supply air to the bell, when under water, are a couple of barrels, as C, holding 36 gallons each, cased with lead, so as to sink empty, each having a bung-hole at bottom to let in the water

water as they descend, and let it out again as they are drawn up. In the top of the barrels is another hole, to which is fixed a leathern pipe, or hose, well prepared with bees-wax and oil, long enough to hang below the bung-hole, being kept down by a weight appended. So that the air driven to the upper part of the barrel by the encroachment of the water, in the descent, cannot escape up this pipe, unless the lower end is lifted up. These air-barrels are fitted with tackle, to make them rise and fall alternately, like two buckets, being directed in their descent by lines fastened to the under edge of the bell; so that they come readily to the hand of a man placed on the stage to receive them, and who, taking up the ends of the pipes, as soon as they come above the surface of the water in the barrels, all the air included in the upper part thereof is blown forcibly into the bell, the water taking its place. One barrel thus received and emptied, upon a signal given, is immediately drawn up, and the other let down

down at the same time ; by which alternate succession, fresh air is furnished so plentifully that two or three persons descend without the least inconvenience, the bell being perfectly dry. Necessary precaution is to be observed, i. e. to let the machine down gradually, about 12 feet at a time, and then to stop and drive out the water that enters by taking in three or four barrels of fresh air before it descends farther. And being arrived at the depth intended, let out as much of the hot air breathed, as each barrel will replace with cold, by means of the cock B, at the top of the bell, through whose aperture, though very small, the air will rush with such violence as to make the surface of the sea boil. Thus, any thing may be done under water ; for a space as wide as the circuit of the bottom of the bell can be laid so far dry as not to be over shoes therein. Besides, by the glass window, so much light is transmitted, that when the sea is clear, and the sun shines, there is light enough to write or read, much  
more



more to fasten or lay hold of any thing that is to be taken up. And by the return of the air-bell orders may be sent up, written with an iron pen on a plate of lead, directing where to be moved from place to place. At other times, when the water is troubled and thick, it is dark below; but a candle may be kept in the bell. The divers feel at first a small pain in their ears, as if the end of a tobacco-pipe were thrust into them; but after a little while, a small puff of air makes them easy. This is occasioned by the condensed air shutting up a valve leading from some cavity in the ear, full of common air; but when the condensed air presses harder, it forces the valve to yield, and fills every cavity. A diver, to prevent this pressure, stopped his ear with a pledget of paper, which was pushed in so far, that a surgeon could not extract it without great difficulty.

By an additional contrivance, it is found practicable for the diver to go out of the bell

to



to a good distance, the air being conveyed to him in a continued stream, by small flexible pipes, which serve him as a clue to direct him back again to the bell. For this purpose, one end of one of these pipes, kept open against the pressure of the sea by a small spiral wire, and made tight without by painted leather, and sheeps guts drawn over it, being open, is fastened in the bell, as at P, to receive air, and the other end is fixed to a leaden cap on the man's head, reaching below his shoulders, open at bottom, to serve him as a little bell, full of air, for him to breathe at his work, which keeps out the water from him, when at the level of the great bell, because of the same density as the air in the great bell. But when he stoops under the level of the great bell, the cock F must be shut, to cut off the communication between the two bells. The air in the small bell will serve for a minute or two, and which may be instantly changed by the diver's raising himself above the level, and opening the cock F. He is furnished

nished with a girdle of large leaden weights, and clogs of lead for the feet, which, with the weight of the leaden cap, keeps him firm on the ground ; he is also well clothed with thick flannel, which, being first made wet, and then warmed in the bell by the heat of his body, keeps off the chill of the cold water for a considerable time, when out of the bell. Phil. Trans. Abr.---For farther accounts of Diving-Bells, &c. see the *Encyclopædia*.

The suspended chain Z, by dropping through its ring, forms an instant noose that tightens as it pulls, and is convenient for immediately drawing up heavy bodies.

To render the principle of the Diving-Bell clear and familiar to all, we have annexed the following

EASY EXPERIMENTS, shewing the effects  
of the DIVING-BELL :

TAKE a China or other bowl that will hold a quart or more of clear water, which  
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put into it, and throw a fly upon the surface of this water, the fly will swim at top. Then take a wine glass that is empty, clean, and dry, invert the glass, that is, put the mouth of the glass over the fly, exactly level with the surface of the water, and press the glass, in this inverted position, to the bottom of the bowl, the fly will be seen to sink, in the inside of the glass, without touching it; and when the glass touches the bottom of the bowl, the fly will be seen walking perfectly dry; for there will be no water at the bottom of the bowl, under the glass.---This glass may be compared to the diving-bell, and the fly to its inhabitant. The air contained in the glass will not only prevent the water from rising therein, but will also force the water from underneath it.---This power of the air contained in a glass may also be shewn with a cork;---and indeed it is pleasant to see that a cork can be made to sink in water without touching of it. Thus, put water in a bowl, and throw a piece of cork on its surface; depress the

inverted glass over the cork, as before mentioned, and it will be immediately seen laying dry at the bottom; nor (if performed with a steady hand) will the cork touch the glass. It is evident, therefore, that the pressure of the air contained in the glass forces the cork down; and it has been shewn that it is the air in the diving-bell which keeps its inmate dry, and supplies respiration.

We shall in this place also mention an easy method of discovering objects at the bottom of rivers, ponds, or even the sea, if not extraordinary deep, and that without descending beneath the water. For this purpose, take a large tube, like that of a reflecting telescope (it may be made of brass or wood, and must be water-proof). at the extreme end of this tube place a piece of clear common window-glass; immerse this glass into the water, and place the eye at the open end of the tube, and all objects under the water will be rendered visible.

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They will be more or less conspicuous, according as the water is clear or foul. But it must be remembered, that the glass should be placed quite at the end, and not a little way IN the tube, as in perspective glasses in general; for then the air would interpose between the end of the tube and the glass, and render the object obscure. There is still a defect somewhat similar to this in most diving bells: They have a lens which screws on in a short tube, that indeed does not admit much air, as being horizontal, but the lens being so far in, that the tube, by protruding over it, shuts out much of the light.

The marine glass above-mentioned will shew objects more true under water, than even our eyes can distinguish them from above the water, if the surface is sufficiently clear; because the rays pressing from our eyes, under the water, are always bent or refracted, by the medium of the water between our eye and the object beneath its

surface\*; or the converging rays are diverted from a direct line, and the object beneath the water appears somewhat differently situated than what it really is, and this deception will frequently happen by the interposition of almost any diaphanous body between the eye and object, especially if viewed in an oblique direction. This error in vision is remedied by the above glass, through which all objects are seen in their true place.

We have dwelt more copiously on the article of the diving-bell, as being a subject of much import; for, in many cases, without such aid, nothing could be saved, espe-

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\* This, though a little foreign to our subject, may be pleasingly demonstrated, by putting a guinea at the bottom of a basin, and standing at such a distance that you lose sight of it. Let any one pour water into the basin, the guinea will become visible, and appear to rise to your sight, occasioned by the water bending, or refracting the rays which pass from the eye through the water.

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cially when it is impossible to weigh a ship, from her being sunk in deep water, or wedged in between rocks, or a perfect wreck, which some imagine now to be the state of the Royal George, because, for two or three days after she went down, she lay on one side, as was evident from her masts being in an oblique direction; but shortly after, she suddenly righted (as in the frontispiece) which occasions some apprehensions that she is parted asunder. Be this as it may, it will be found difficult to weigh her, although she only lies in about 14 fathom \* water, and part of her top-masts [are conspicuous even at high-water. Her timbers are thought to be so rotten as not to admit of any sufficient firm hold; nor will it be easy to procure a pur-

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\* A fathom is six feet. This measure originated from the length taken from the utmost extent of both arms, when stretched into a right line. The fathom is used at sea, in estimating the length of cables and other ship-ropes, with the depth and soundings of the sea.]



chase equal to her immense weight. Amongst the various expedients that have been proposed for getting her up, the following appears most eligible: Let a very large long and strong anchor cable be taken in two boats, each having an exact half part of this cable; let the middle which is between the two boats be sunk, with very heavy weights, near the vessel, the boats letting out more and more cable, as they go round and round the sunk ship in contra directions, sinking it with weights as they go on, and, from time to time, fastening other ropes to this cable, which ropes are to be perpendiculars, and to be secured on the surface of the water by floating buoys. After the cable is sufficiently twisted round the sunk vessel, let the ends be made fast by a strong iron ring put over them. Matters being thus disposed of, it only requires to have a sufficient number of lighters or other large vessels so as to be able (having hold of the perpendiculars) by capsterns, pullies, windlasses, &c.



&c. with the advantage of the tide, all to pull and operate together for her recovery.

We are indebted for this plan to a most indefatigable philosopher, and great mechanic, whose abilities and researches have extended and done honour to science.

If the above method should fail, another has been proposed, which is, to raise up one end above water, and lighten her stores gradually, till the wreck (should it prove one) is disencumbered.---Vessels of lesser bulk have been raised by fastening to them, at low water, a number of empty rum puncheons, and other large butts, with lighters, &c. When the tide rises, it floats all these various vessels. By this vast effort sunk ships have been frequently raised. But should all these methods fail, the last recourse is sometimes to blow them up, by which means, part of the timbers, being disengaged,

disengaged, float on the surface of the water, and are easily taken into a vessel, or towed on shore \*.

We shall now collect the various matters in one view, and present the unfortunate case as nearly correct as the suddenness and great confusion of the dreadful accident will admit.

An Account of the SINKING of the  
ROYAL GEORGE, at Spithead, off  
Portsmouth.

THIS particular and national misfortune, unparalleled in the maritime history of England, happened about 10 o'clock in the

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\* A Guernsey pilot has, since the above, offered his services to get her up, but his scheme has been thought impracticable; and another person from the Isle of Wight has offered a contrivance which was successful on the wreck of the Assurance man of war, and which, it is thought, will be adopted on this occasion.

morning,

morning, on Tuesday the 29th of August, 1782, when the Royal George, of 108 guns was hove on a careen \*. In all ships there is a leaden pipe, with a lock to it, under water, to admit the water occasionally to clean and sweeten the ship; and this pipe being broke, another was ordered to be put in; for which purpose, the ship was obliged to be heeled very much, and for that intent, the guns on one side were removed to the other. But not expecting the vessel to heel so much as she did, the lower deck ports were not

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\* It has ever been the custom to lay ships in the same situation as the Royal George was when she went down. Ships placed in that manner are nearly on a balance. Copper bottomed ships have little or no hold on the water. In that situation there is as much of her side uncoppered as coppered under water, and the uncoppered being the upper part, holds her tight to the water. A sudden gust of wind coming, with the ship in this direction, throws her off her balance, and her bottom not having a proportionable hold, she cannot right, but must go down of course. This, properly considered, may prove of great advantage to the navy.

shut,

shut, and it appeared on the court-martial that even the scuppers of the lower deck were not stopped; from which circumstance, the water rushing in on the deck overburdened her to such a degree, that she for some time stole down imperceptibly. Danger being then apparent, they beat to arms, to right the ship, but in vain, for, in two minutes, she fell flat on one side, and filled with water; and the guns, shot, &c. falling from the other side, accelerated her descent.

She went down WITH THE BRAVE ADMIRAL KEMPENFELT, his first and fifth lieutenants, a major and two lieutenants of marines, surgeon, surgeon's mate, carpenters, and several other officers, with the major part of her crew, and others, amounting in the whole to near 1100 men, and upwards of 300 women and children. Her complement was 900 men, but the increase of people on board were visitors, such as relations, wives, and children, who wished

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to pass as much time together as they could, the vessel being expected to sail every day, having all her stores in, and nearly every thing in readiness. But such is the vicissitude of all human affairs, that those brave men, in a moment of supposed security, anchored on their own coast, and riding in smooth water, in this inactive moment, were plunged into an abyss, and that in the height of their enjoyment ! Nothing, surely, can be more distressing than such a scene. Amongst the fortunate who escaped were, the purser and chaplain, several lieutenants, and the captain, who, the day following, brought the first of the unfortunate tidings to the Admiralty. He was immediately ordered back to Portsmouth for the purpose of taking his trial, which took place on Monday, the 11th of September, when a court-martial was held. A carpenter, who had escaped, deposed, that he was on board when the Royal George sunk, which was so sudden, that he had only time to say to his brother that

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she was sinking, when she instantly went down, and he made his escape through a port hole. He further said, that the ship was so rotten, that she had started a plank, and not a peg would hold together. An Admiral was next called upon to give an account of the state he found the Royal George in when he commanded her. He deposed, that when she was repairing at Plymouth, he observed to the carpenters that he thought it impossible they could make her fit for service, and that their answer was, That they were obliged to patch her up for the summer in the best manner they could, after which she was to be laid up. To which the admiral replied, it would be well if no accident happened, as her timbers were rotten. The officer was honourably acquitted.

It is said, in the fatal moment of this ship's loss, the admiral was writing in his cabin, and that he jumped out of the stern gallery and got on a hen-coop, where he  
was

was seen sitting on it, with one private marine, who held fast and was saved ; but the admiral, quite exhausted, being 70 years old, let go his hold and was lost, though a very good swimmer. The master of the Buffalo, in a boat, laid hold of his hand, but, from a great swell in the sea, he could not keep it. The admiral again held up his hand to be saved, and immediately went down. Thus perished the brave Admiral Kempenfelt\*.

Some

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\* An accident so sudden in its operation, and so fatal in its effects, occasioned such general confusion amongst the people on board, that renders an account strictly accurate almost impossible ; we are therefore not without our apprehensions that some other officer was mistaken for the admiral, because, it appears by several, that a cockswain or servant run into the cabin to inform the admiral that the ship was sinking, when the water instantaneously rushed in, and prevented the admiral's escape. He is supposed by many to be still in the cabin. And this conjecture seems probable, for, had the body been disengaged, it most likely, before this time, would have been found ; for soon after the accident, numbers of the dead

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Some Account of the Life of Admiral  
KEMPENFELT.

THIS admiral was the son of Lieut.-Colonel Kempenfelt, a native of Sweden, whose excellent character is recorded in the Spectator. He followed the fortunes of King James II. and was afterwards invited by Queen Anne to accept a commission in her service, and in the reign of George I. died Lieut.-Governor of Jersey. The Colonel left two sons and two daughters, neither of whom were ever married. The surviving brother is Gustavus Adolphus Kempenfelt, Esq; who was formerly a captain in the army. Our admiral was born in Westminster, and entered very early into the service of the navy, for which profession he soon discovered uncommon talents. In the year 1757, he was appointed captain of the Elizabeth, with Commodore Ste-

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were seen floating about the ships at Spithead, and some hundreds have since been either taken up or drove on shore, but the admiral has not yet been discovered.

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vens, and proceeded to the East Indies, where he distinguished himself in three several actions against the French squadron, being always opposed to a ship of superior force. His abilities were of the utmost importance during the blockade before Pondicherry. In May, 1761, Admiral Stevens dying, the command devolved on Admiral Cornish, who solicited the assistance of Captain Kempenfelt to act as his captain, and whose services were of the utmost consequence in facilitating the reduction of Manilla. Having served long in the East Indies, he obtained leave to return to England. During the peace, he constantly spent part of the year in France, not in pleasurable pursuits, but in search of professional knowledge, in which, if he did not excel, it may with truth be said, he was equal to any naval officer in Europe. At the commencement of the present war, his abilities were of too much importance to his country to be unemployed, and he was appointed captain of the Buckingham. His

services, as first captain, under the Admirals Hardy, Geary, and Darby, are well known. He was the youngest admiral in the navy, but has been many years distinguished for his great knowledge in manœuvring a fleet. An extraordinary promotion was made by the late ministry, on purpose to bring him forward ; and his first command was that of the grand fleet sent out to intercept a French convoy which sailed from Brest last December, for the West Indies. His gallantry on that occasion is still fresh in the memory of every one. He took 20 transports, though protected by a larger fleet than his own under de Guichen, which ruined the expedition, as it obliged them to return and lie to in the bay till the wind changed. The next cruise he commanded under Admiral Barrington, who fell in with a French convoy for the East Indies. Several transports belonging to which were taken, together with the *Pegase* of 74 guns, and *Actionnaire*, of 64. His third and last cruise was in the fleet under Lord Howe ; in which he also shewed

shewed his ability, by covering the Buffalo, of 60 guns, who, being a heavy failer, would otherwise have been cut off by the enemy's advanced ships, under Monf. Piquet. His excellent management in this instance was greatly applauded by the Commander in Chief. He was justly esteemed as brave and able a sea-officer as this or any other nation ever boasted of. His character in private life rendered him an acquisition to every man who had the happiness of his acquaintance; and, as an officer, he will be remembered as long as the British navy exists.

The ROYAL GEORGE was the oldest first-rate in the service, and built at Woolwich. Her keel was laid down in 1751, and she was hauled out of dock in July, 1758, it being unusual then to build such large ships on slips to launch. She was pierced for 100 guns, but having lately had two additional ports (including Carronades) she mounted 108. She was rather short

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and high, as all the first-rates are ; and tho' an indifferent sailer, she was formerly held in much estimation, having had more flags on board her than any other ship in the service. Lord Anson, Admiral Boscawen, Lord Hawke, Lord Rodney, Lord Howe, and several other principal officers, have repeatedly commanded in her. Lord Hawke commanded the squadron in her which fought the French under Conflans, when the *Superbe*, of 70 guns, was sunk by her cannon ; and the *Soleil Royale*, of 84, burnt on shore. She carried the tallest masts, and most square canvas of any English built ship in the navy, and originally the heaviest metal, viz. 52, 40, and 28 pounders, but they were lately changed, on account of her age, to 40, 32, and 18 pounders. She now lays, as we have said, in about 14 fathom water, where her topgallant mast, and topmasts are above water, and all her starboard lower-yard arms, and even half her top, as in the frontispiece.

Many

Many years ago the Edgar, of 74 guns, was lost, by an accident, within a few yards of the same place, where the wreck now remains, and a buoy fixed upon it, commonly distinguished by the name of Edgar's Buoy. This ship lost but few of her crew; but the loss of the Royal George is the greatest misfortune this country has experienced since the loss of the Victory, on board of which most of the first families in the kingdom had relations. When brave men die in battle, the ardour which accompanies the misfortune, as it impels them to glory, so it makes them insensible of their danger, and leaves a brilliancy behind, which, in a great measure, mitigates the grief of friends and relations. But for so many brave fellows, at the instant of their imagined security and relaxation, when employing the social moment, amidst their hospitality, affection, and cheerfulness with their friends and families, to be plunged into instantaneous death, is alarming and distressing beyond all description!

tion!--When the ships near her observed this dreadful catastrophe, the crews manned all their boats with the utmost expedition, and, with that fervour and humanity that characterizes the English sailor, exerted every nerve to rescue their unfortunate comrades, and snatched about 300 from the arms of death.

There were some instances of miraculous preservation worthy of notice :---Henry Bishop, a young man of nineteen years of age (son of Mr. Bishop, of Chester, Currier) at the time of the vessel's going down, was situated on the lower deck, and as she filled, the inconceivable rapidity of the water forced him almost insensibly up the hatchway, when, at that instant, he was met by one of the guns which had fallen from the middle deck. This incident deprived him of the use of his left hand, as the piece striking him thereon, broke three of his fingers, one of which has since been amputated. He, however, found himself  
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in a few seconds floating on the surface of the water, till he was taken up by a boat, and thus, in a situation the most dangerous, did Providence happily rescue him from this calamitous grave to the unspeakable joy of his affectionate parents.

Two shipwrights were down on the orlop, boring the hole for the pipe, one of them got up the hatchway, and in getting to the upper side was struck by one of the shot, which rolled against and hurt his arm. A second rolled into the bosom of his shirt, but broke through; after which, he got out of the port, and was saved. The other shipwright was drowned.---A black servant threw himself out of the cabin window, and was saved.

Among the live stock who were upon deck, and took to the element, two sheep became striking instruments in the interposition of Providence for his hidden purposes. They were seen close together,  
making

making for the shore, at Ryde, in the Isle of Wight; and when they effected it, a fine boy was found betwixt them, with an arm clung fast round each of their necks. The boy was deprived of all feeling; but by prudent assistance and comforts he was soon brought to his senses. He seemed about eight years old, and could give no account of circumstances farther than that his parents were on board. Thus become an orphan, a naval gentleman, who was witness to his deliverance, most generously claimed the boy as his adopted.

One of the officers saved is Lieutenant Durham, a very gallant youth, and a particular favourite of the late much lamented admiral. He behaved with remarkable presence of mind and propriety on the dreadful occasion. Fortunately for him he was officer of the watch, and upon deck, when he observed her going down. He had just time to throw off his coat, and scramble on the-boom, from whence, as she sunk,

sunk, he was soon washed, and left floating amongst men, hammocks, &c. A drowning marine laid hold of him by the waistcoat, and held fast, by which means he was carried several times under water. As it was in vain to reason with the man, he clung his legs round a hammock, and, with one hand, ripped open the buttons of his waistcoat, at the same time, sloping his shoulders, it went, with the marine, to the mercy of the waves. He then got to some of the top-rigging, where a boat came to him ; but he nobly declined all assistance---pointing out where Capt. Waghorne was in great danger, and desiring he might first be relieved. He was at last taken up and brought safe on shore.

It is hoped this tragical event will be a means of making the commanders and crews of other ships more circumspect, when attempting similar operations in deep water. Every feeling mind must be sensibly affected with a retrospect of this real scene  
of

of horror, tho' in some measure alleviated, from a sense of the humane and liberal efforts of our generous country, who are promoting a fund for the relief of the widows and children of the unfortunate petty officers, seamen, and marines, who lost their lives by this fatal accident. Let it be transmitted to posterity, in honour of English liberality, that, in a few days, the generous donations amounted to more than 6000*l*. and are still rapidly increasing. As bankers, it is said, are to be appointed to receive contributions, an opportunity will offer for every one to bestow their charitable mite.

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SINCE this treatise went to press, it hath been rumoured (respecting the sinking of the Royal George) that so many difficulties present themselves as will frustrate any attempts towards raising her. It is certain, that all efforts hitherto have proved abortive, nor have the divers, as yet, been able to do much; but a method is now proposed which

which appears greatly to encourage the undertakers of this arduous and difficult performance; and those acquainted with the plan form the most sanguine expectations, and indeed anticipate its success.--- To put this scheme in practice, two 30-inch cables are now making, and, from what at present has transpired, they are meant, by the assistance of her anchor cables, to raise one end of the ship (similar to what has been mentioned) and then to introduce underneath her two of those 30-inch cables\*, one before, the other aft, which, by the assistance of large hulks or lighters, will either raise her out of the water entirely, or float her under water by degrees into harbour

This plan appears practicable, especially if, by means of the diving-bells, her guns can first be got out, as she would then have little on board but what might float, and

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\* This, in the sea term, is called sweeping her; and several vessels have been raised in this manner.

might be more certainly and expeditiously towed or raised. But, if ever this ship is brought up, she will most sensibly affect the human feelings, by exhibiting such a melancholy spectacle as eyes never before beheld : For, it is generally imagined she hath upwards of 1000 dead bodies now on board. Very few have been washed away, as most of those unfortunate people were between decks when the fatal accident took place.



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